

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Arctic)

REPORT

SUBJECT SOVFRAKHT Instructions for Captains of Vessels Navigating Between the Kara Gate Strait and Igarka on the Yenisey River

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SOVFRAKHT instructions for captains of vessels navigating between the Kara Gate Strait and Igarka on the Yenisey River

The first section of the instructions includes information on: general responsibilities of the captain and shore agencies; details of navigation in ice, in convoy, and on the Yenisey River; radio communication and radio navigation service in the area, including precise data on the locations, wavelengths, frequencies, etc., of local facilities; pilot vessels; weather forecasting, and icebreakers. The second section of the report gives instructions on cargo-handling and associated procedures.

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INFORMATION REPORT INFORMATION REPORT

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VSESOJUZNOJE OBJEDINENIJE
"SOVFRACHT"Moscow, K-12, Pr.Vladimirova, 4
Teladdress: Sovfracht Moscow

" " _____ 195__

Mr.
Captain of s.s. _____

Dear Sir,

The vessel entrusted to you has been taken by us on time charter. In this connection in everyday work please be guided by the terms of the Time Charter Party and our instructions given below as well as of the Voyage Charter Party if we send you any.

The vessel to be supplied with sufficient bunkers as per our order and with several colours of bright paints for separation of cargoes of such nature and quality so as to avoid any damage to the cargo. On taking bunkers you are to send us a receipt as per our form. In case bunkering is necessary you must duly cable Sovfracht, Moscow, stating the quantity of bunkers remaining on board and the quantity to be replenished. *1 bunker*

I. I n f o r m a t i o n

Special care should be taken in information of vessel's arrival at the Soviet ports.

When proceeding to a Soviet port you must give to "Inflot" 48 and 24 hours eta notice and 4 hours notice of the exact time of arrival.

When entering a Soviet port please do not fail to obtain a Certificate of Call issued by the Port Authorities. On the subsequent arrivals at Soviet ports please produce all the Certificates from each Soviet port of call to "Inflot". *Se*

Please bear in mind that obtaining such Certificates and producing them to "Inflot" on subsequent arrivals at Soviet ports is necessary in connection with existing regulations of port dues.

In case of a voyage to Igarka you must strictly fulfill our "Instructions for Captains of Vessels Navigating between the Kara Gates Bay and the River Yenisei".

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2. Preparation of ship for loading and discharging.

Previous to arrival at the loading port all holds and tweendecks must be cleaned and prepared for the reception of cargo, the winches to be adjusted, the derricks to be lifted up, beams to be taken off and the hatches to be covered with tarpaulins. Also previous to arrival at the discharging port the vessel to be in every respect ready to discharge. After discharge the holds to be cleaned by crew by working overtime, if necessary, so as to avoid any delay in loading another cargo or in redelivery of the ship, in other case cleaning of holds to be arranged, if possible, en route. *Jeff*

3. Loading and stowage

You should see to it that stowage is done to your satisfaction, that the cubic capacity of the holds, tweendecks and decks is fully and properly utilized and that the stowage plan is drawn up correctly. In case of unsatisfactory stowage you must immediately suspend loading, call the foremen, the Representative of Sovfracht or Inflat on board the vessel and require to correct the stowage and only after same is done to resume loading. *Jeff*

You must avoid mixing of the B/L parcels, each parcel to be separated properly.

Please pay close attention to the condition of the cargo loaded so that no broken or damaged cargo will be shipped on your vessel. You must also not load any pieces of timber oil- or wet-stained. Should broken pieces of timber be found in the holds, you have to require from the foremen to cut the ends or to replace the pieces by new ones. Special attention to be paid in this respect when loading timber for Belgian ports where reception is effected with extremely strict control regarding condition of cargo. *Tap*

In case of loading pigiron in combination with other goods

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ral cargo you must request the Agents to provide proper trimming of pigiron before loading general cargo or before sailing for this purpose to another loading port.

If the Shippers, in spite of your objections, do not take measures to avoid loading of broken, damaged, oil- or wetstained cargo, you must hand them through the Representative of Inflat or Sovfracht a written protest and obtain a Letter of Indemnity (a copy of which to be sent to us) whereby the Shippers admit their responsibility, should there be found damaged cargo at the port of discharge. *T. J. H.*

write
4. Tallying of cargo at loading port

The most serious attention to be paid to tallying of the cargo, for which purpose you have to provide tallymen from the ship's crew.

The ship's tallymen must carefully count the number of pieces of each sling before loading same. *T. J. H.*

The ship's tallymen must be supplied with good tallybooks wherein the number of pieces per each sling to be clearly recorded, stating the numbers of the Bs/L.

The tally records of the ship's tallymen should be carefully checked with those of the shore tallymen per each sling and certified by their mutual signatures in the tally books of each side.

In cases any dispute arises as to number of the pieces accepted under any B/L you should require from the Shippers to recount same. A statement to this effect should be issued and signed by the Representatives of the vessel, Shippers, Inflat or Sovfracht. *T. J. H.*

If the Shippers refuse to recount the cargo, you must hand them through the Representative of Inflat or Sovfracht a written protest and obtain a Letter of Indemnity (a copy of which to be sent to us) whereby the Shippers admit their responsibility, should there be found any shortage against the B/L quantity at the port of discharge.

5. Tallying and delivery of the cargo at the port of discharge.

At the port of discharge the ship is to deliver the cargo in full conformity with each B/L separately. *T. J. H.*

You must arrange tallying of cargo by crew together with sworn tallymen employed by our Agents. Such order of tallying is in the interest not only of the Charterers but also of the Owners who, according to the Timecharter Party, are liable for shortage of pieces as well as for all discrepancies.

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Should any case of breakage of pieces be ascertained during discharge, you must immediately notify our agent in writing, at the same time holding the Stevedores responsible for eventual losses.

6. Damage to the vessel at loading and discharging ports

In case of any damage done to your vessel during loading or discharging operations you must immediately through our Agent notify of same in writing the party doing the damage and require to repair the damage before the ship sails or to obtain a Guarantee Letter whereby the party guarantees to pay the cost of repairs. Such Guarantee Letter together with a copy of the Captain's notice is to be sent to Sovfracht. *JH*

7. Sea Protest

Please pay close attention to securing of the deck cargo so as to avoid any damage or loss of same. Should there be any damage to or a part of the deck cargo being washed overboard owing to bad weather, you must immediately on arrival at the discharging port declare a Sea Protest enclosing Log Abstract with same. Statements such as "steamer met with heavy weather", "fear damage and loss of cargo" should be avoided as the Underwriters do not consider such vague statements sufficient evidence of loss of cargo. Whenever possible please state in the ship's Logbook as well as in the Sea Protest the approximate quantity of cargo damaged or lost. *if*

The quantity of pieces lost from deck and the numbers of the Bs/L under which the shortage was found can be ascertained by you together with our agent on completion of discharge of deck cargo. A copy of the certified Sea Protest and two copies of the Abstract of Log verified with the ship's seal should be immediately handed to our agent for airmailing to us.

8. Copy of correspondence

Copy of all the correspondence exchanged between you and Shippers, Port Authorities and Agents regarding loading and discharging, damage to the vessel during loading and discharging operations to be sent to us on the nearest possible occasion. *JA*

9. Overtime

Overtime Sheets to be made out in duplicate in the English Language separately for Deck and Engine Departments in strict accordance with our form, all columns to be filled up. Overtime Sheets to be signed for every item by each person who worked overtime and duly certified by the Agents of V/O "Sovfracht" at the respective port as to the number of men and hours worked, without those signatures overtime will not be paid by V/O "Sovfracht". Only *JH*

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essential overtime to be worked and it to be authorised by you. V/O "Sovfracht" pay overtime only in connection with loading or discharging cargo as per T/C. Overtime to Steward's Department, Wireless Operator or to Watchman will not be paid by V/O "Sovfracht". Other terms as per T/C. *Tuffe*

Overtime Sheets to be forwarded to V/O "Sovfracht", Moscow in duplicate at soonest time from each port where overtime incurred.

10. Voyage Report

After completion of the voyage please send us a short report containing your remarks in respect of loading and discharging operations, stowage of cargo, damage to and shortage of cargo, if any.

It is necessary to attach to the Voyage Report the following voyage documents made out on our forms and in the English language:

1. Abstract of Log
 2. Bunker Report
 3. Overtime Sheets
 4. Master's Cash account
- f Bri*

The particulars of the ship, as per attached form, duly filled in, and the Crew List are to be sent to us from delivery port or from the nearest port of call. If there is any change in the Crew List please advise us at nearest opportunity.

In the Abstract of Log all stoppages occurring because of engine troubles, bad weather, etc. to be stated. All columns of the Abstract of Log must be filled in full and in legible handwriting or typed, if possible. When drydocking, cleaning boilers, repairing, adjusting compasses please fill in and send us Statement of Facts of our form.

In the Bunker Report please show the exact quantity of bunkers consumed on passage, at port, the balance remaining as well as the quantity of bunkers received during the voyage, stating whether it is in long or metric tons. Final Bunker Report to be sent to us immediately after redelivery.

For every item of the Master's Cash account except "Master's Allowance" please submit to us corresponding vouchers.

We should like to repeat and to stress that all the voyage documents are to be sent to us in duplicate.

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11. Master's allowance

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For each voyage Sovfracht will pay to you £ 10.0.0 for petty

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expenses, which amount you may include in your Cash account or advise us where and in what way you wish to receive same.

12. Minimizing of the vessel's working expenses

For the purpose of minimizing the vessel's running expenses for the voyage we would ask you:

- a) not allow idle standings through the fault of the ship's administration;
- b) to use to the maximum the cubic and cargo capacity of the ship;
- c) to obtain a quick turnover as well as economy in consumption of bunkers and overtime work;
- d) to take all measures to accelerate loading and discharging of the ship;
- e) to secure correct tallying of the cargo at the port of loading also right and true delivery of cargo in strict accordance with the Bs/L quantities at the port of discharge.

If the results of the voyage are good, Sovfracht will pay gratuity to you, the First Mate and the Chief Engineer. Sovfracht also take into consideration all care taken by the Master or ship beyond their usual duties.

Trusting that you will fulfil all our instructions and have successful results we wish you safe and lucky navigation.

Yours faithfully,
V/O "SOVFRACHT"

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I N S T R U C T I O N SFor Captains of Vessels Navigating Between the Kara Gate Strait and the Port of Igarka on the River Yenisei1. General Regulations

1. Before sailing for Igarka the compasses, electric or mechanical sounding apparatus also patent log must be in good working order. Special attention must be paid to adjusting of compasses. The Captain of a vessel proceeding to Igarka from the west through the Kara Gate Strait and back, is supplied by the Charterer with Soviet Nautical Charts Nos. 695, 696, 697, 698, with River Chart No. 945 sheets 1 to 6 and with the Book of Lights, Beacons and Radio Beacons of the region Kara Gate-Yenisei corrected according to the latest Nos. of Notifications to Navigators. The Captain navigating in the above-mentioned region must observe the regulations laid down in these instructions and follow the directions of the River Pilot concerning the sailing of the vessel along the fairway of the river.
2. The Captain of the vessel, approaching the Kara Gate Strait from the west, informs the Agency of the Kara Ice Operations 24 hours before approaching the Strait and awaits their instructions as to the time of either entering the Kara Sea, or as to the place where he is to await improving of the ice situation, or as to the place where he is to meet the ice-breaker.
3. The Captain of the vessel sailing in the Kara Sea must keep the Agency of the Kara Ice Operations informed about the proceeding of his vessel, availing himself for that purpose of the services of the nearest radiostations (at Amderma or Dixon). The position of the vessel, the weather and sea conditions must be reported to the agency twice every day, at 3.00 a.m. and 3.00 p.m. Moscow time. We draw your particular attention to duly performance of this requirement. No charges are imposed by the radiostations for the above information.
4. In the event of encountering ice, the Captain of the vessel immediately notifies the Agency of the Kara Ice Operations, indicating the position of the vessel and the weather and sea conditions.
5. Every vessel entering the Kara Sea must be provided, within the limits of fair navigation practice and in consideration of sailing in ice conditions, with sufficient supplies of vessel equipment and stores, as well as with the necessary supplies of special emergency equipment (wooden girders, bolts, quick-setting cement, mats, oakum, plasters, etc.). No above materials are obtainable anywhere in the region of the Kara Sea. All drainage facilities must be in good order and in constant readiness for action. The vessel must be also provided with sufficient provisions for 60 days and sufficient bunkers as per our order taking into account that no bunkers are available in Igarka or on the way to after passing Murmansk.
6. All requests for ice-breaker assistance to help the vessel through the ice must be addressed by the Captain to the Agency of Kara Ice Operations.

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7. Any vessel in need of ice-breaker assistance through the ice must await instructions as to her movements from the Agency of Kara Ice Operations.

8. Having encountered ice, the Captain of the vessel must adapt all necessary precautions, so as not to damage the hull of the vessel and especially the steering gear and the screw, when manoeuvring his machinery through the ice.

It is also to be observed, that:

a) the vessel should enter ice from "clear water" moving at "the lowest speed" and at normal (perpendicular) angle to the edge of the ice,

b) anchoring in drifting ice is dangerous.

c) should any damage or leakage be sustained by the vessel in the ice, immediate measures must be taken by the Captain to liquidate the damage or leakage and notice by radio must be sent to the nearest icebreaker and to the Agency of Kara Ice Operations.

9. The Captain of the vessel must keep in mind that the ice-breaker can arrive at the place of the vessel location within 48 hours after the Captain's request for icebreaker assistance had been sent to the Agency of Kara Ice Operations. If in the opinion of the Agency the ice situation is not one of emergency, a plane may be sent to investigate the ice zone and then the Agency will advise the vessel to proceed without aid to "clear waters" or to move to another region more favourable from the point of view of ice conditions.

10. Along the Yenisei Bay, sea-going vessels independently proceed to the anchorage of the river-pilot vessel in the estuary of the Yenisei River and back out of the river.

11. The Captain of the vessel sailing to Igarka and back must take all necessary steps to organize in the best manner his sailing, manoeuvring in the ice and during storms, during invisibility and fogs, and to protect his vessel and cargo from danger.

II. NAVIGATION AMIDST ICE AND IN CARAVANS (CONVOY)

12. The Captain of the vessel entering the lead of the ice-breaker, must obey the orders of the Captain of the icebreaker concerning navigation amidst ice and act accordingly. He is duty-bound to help the Captain of the icebreaker to effect a rapid and averageless passage through the ice zone.

13. Vessels following the icebreaker or moving in groups (caravans) must not get ahead of one another.

14. Vessels following the icebreaker must be prepared immediately to take up the command "Full Speed Astern" and to maintain the position "Bear Steady" when beginning to move backward.

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15. The vessel following the icebreaker amidst ice must be governed by the following sound signals (see "Table" below) given either by a whistle or a siren. All signals, with the exception of signal No. 6, must be repeated by the vessels directly following the icebreaker in succession beginning with the one nearest to the icebreaker or to the vessel issuing the signal.

The demands of the icebreaker expressed by these signals must be immediately carried out by the vessels.

The signals indicated in the "Table" are also used during group navigation of vessels in caravans and the Table must, therefore, be hung up on the bridge and in the Chart room, giving easy access to it of the Captain's watchmate and enabling him to carry out the required manoeuvres without delay.

TABLE OF SOUND SIGNALS USED DURING CONVOYING VESSELS
THROUGH ICE

No. of sig- nal	Signal	Meaning of signals coming	
		from escorting icebreaker	from escorted vessel.
1.	- - .	Going forward, follow in my wake,	Going forward following icebreaker
2.	- .	Slow down your speed	Slowing down
3.	Full speed astern	Going full speed astern
4.	- -	Do not follow me, stop	Stopping
5.	Attention. Jammed in ice	Attention, jammed in ice
6.	- . -	Be ready to accept tow. If vessel is already in tow, then "Release tow"	Ready to take tow "Releasing tow"
7.	- . - .	Forward. Follow channel	Going forward following channel.
8.	. - - -	Cut short interval	Cutting interval
9.	- - -	Follow the destination	Following to destination
10.	. - .	Listen to radio	Listening to radio
11.	- . . -	Attention. Watch signals	Attention, watching signals
12.	. - - .	Come to anchor	Coming to anchor
13.	- - - -	Stop work till morning, or until more favourable conditions. During stops and until resumption of work means "get ready"	Obedying

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NOTE: 1. The sound signals for passing clear of each other in the ice, are the same as in "The Rules for Preventing Collisions of Vessels on Sea": one short sound means: "changing my course to the right"; two short sounds signify: "changing my course to the left"; three short sounds - "my machinery is working astern".

2. When sailing during fog, mist, or snowstorm, sound signals provided by Article 15 of "Rules for Preventing Collisions of Vessels on Sea", are to be applied.

3. The leading icebreaker is the icebreaker sailing in front of one or of several vessels.

4. A line indicates a "prolonged sound", a dot stands for "a short sound" (see "Rules of International Code" or "Rules for Preventing Collisions of Vessels on Sea").

5. In group work of several icebreakers the Master icebreaker is the one whose machinery is more powerful and the orders issued by the latter should be carried out by the other icebreakers if there is no contrary orders from the Agency of Kara Ice Operations.

16. Should the Captain of any convoyed vessel fail to carry out the orders of the Captain of the leading icebreaker, the latter has the right to refuse further assistance to the convoyed vessel until his orders are fulfilled.

17. The Captain of the vessel availing himself of the services of the icebreaker for convoying her through the ice, thereby expresses consent to obey the regulations of these instructions which are in accordance with the "Rules for vessels convoyed by icebreakers through the ice", existing in the U.S.S.R.

18. When sailing in a group of vessels (caravans) the Captain of a vessel must observe the following rules:

a) The speed of the vessel is regulated by the "leader" and the distance to be maintained between them is also indicated by the "leader".

b) in fog the vessel must observe particular vigilance and issue fog signals after those coming from the vessel ahead.

c) The vessel is not to leave the range of audability of the whistle of the vessel ahead.

d) When the fog is thick the leading vessel issues special instructions concerning the speed to be maintained, when the speed is diminished the leading vessel issues one long and one short whistles upon hearing which all vessels composing the caravan must also reduce their speed, when this signal is repeated the vessels reduce their speed still more, taking the necessary precautions to avoid collisions,

e) The vessels of the caravan repeat the signal (- .) one after another.

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19. The Captain of a vessel sailing in a caravan or following an icebreaker must calculate and know the co-ordinates of the position of his vessel at any moment. When the vessel is released by the icebreaker the Captain of the vessel can check the co-ordinates of his vessel with the co-ordinates of the place of release which are indicated by the icebreaker.

20. The Captain of the vessel convoyed by the icebreaker must be aware that neither the icebreaker, nor the Owner of the icebreaker, nor the Charterer bear any responsibility for damage or other losses suffered by the convoyed vessel during or as a result of being convoyed through ice or during manoeuvres connected therewith.

The Captain of the vessel is therefore under obligation to take all timely measures of precautions.

III. CONCERNING THE CONVOY OF VESSELS ALONG THE YENISEI RIVER.

21. The Captain of a vessel sailing into the Yenisei River must send by radio 48 hours before approaching the place of anchorage of a pilot vessel in the estuary of the river a request to send river pilots; request is to be sent to the following two addresses: to the pilot vessel in the estuary of the Yenisei River and to the "Inflot" at the Port Igarka. These are followed up later by notice addressed only to the pilot vessel 5 hours before approaching the river estuary.

As to the information to Inflot, Igarka of the time of arrival at Igarka the Captain of the vessel must be guided with our general instructions to the Captains of our timechartered vessels in respect of 48 and 24 hours eta notices and 4 hours notice of the exact time of arrival. The Captain must also immediately inform Inflot Igarka of any delay of the vessel in the Kara Sea or in the estuary of the Yenisei River or on the Yenisei River after the above notices are given and the notices to be defined.

22. During landing and departing of river pilots the Captain of the vessel is to keep in touch with the pilot vessel and to carry out all orders of the Master of the Pilot Stations located on the Pilot vessel.

23. Upon the arrival of river pilots on board a sea-going vessel, the Captain of the vessel must fill in a pilot bill and supply to the Master pilot all necessary data concerning his vessel (the draught, speed and her steering qualities - "How the vessel obeys steering"). When dropping river pilots the Captain must state in the pilot Bill the date, time and place of dropping and also certify safe piloting.

24. The Captain of the vessel should, when necessary and upon request of the river pilot offer the latter free use of the vessel's radiostation for communication with the nearest Soviet radiostation or pilot vessel.

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25. The river pilots convey vessels only between the points from the estuary of the Yenisei River and to the Port Igarka. Within the limits of the port Igarka proper piloting service is rendered by the port pilot.

26. The Captain of a vessel sailing along the Yenisei River obeys the orders of the river pilot concerning sailing along river fairways.

The Captain of the vessel manoeuvres his machinery, while sailing on the river, in such a way as to avoid touching the edge of the channel or any other vessel.

27. During sailing along the river when fog or darkness sets in, the Captain of the vessel, if so advised by the river pilot, must anchor the vessel in a safe place until better visibility.

IV. RADIO COMMUNICATION AND RADIO NAVIGATION SERVICE

28. The communicating radiostations in the Kara Sea are Amderma, Dixon and Igarka.

29. Vessels sailing in the Kara or Barents Sea east of the meridian 45° of eastern longitude can establish bilateral radio communication with radio stations of Amderma or Dixon, while vessels sailing on the Yenisei can establish communication with Igarka or Dixon.

30. All radiograms addressed to the Agency of Kara Ice Operations or to the "Inflot" are transmitted through the above radio-stations. Notices to Inflot Igarka to be given through Igarka radio station.

31. Information concerning coastal radio stations:

Name of Radio Station	Co-ordination of direction-al aerial	Calling Signals of radio stations	Working frequency of X-cycles	Daily time for observation of vessels (at frequency of 500 Kc)	Answers calls of vessels at a frequency of
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Anderma	-	YIM UPM	344.8	All day round	500 Kc
Dixon	73°30,4 N 80°24,4 E	YIX UPV	324.3	" " "	500 Kc
Igarka	-	YOP-5 UPR-5	470,0	" " "	500 Kc

Bearings may be taken through the Dixon radio station by entering additional orders to the Agency of Kara Ice Operations not later than 30 minutes before beginning the taking of bearings. An additional charge of 6 francs 25 ctm. is imposed for 1 minute

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of work of the Dixon Radio Station at hearings taken

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32. Radio beacons operate in Kara Sea at points: Capes Bolvansky Nos (Nose), Menshikoff, Kharasovoi, Tonky (Thin), Belyi (White) Island, Island of Vilkitsky and Cape Leskin. Radio beacons transmit signals for bearings without preliminary orders at Moscow time appointed for that purpose. The Radio beacons do not answer vessel calls.

INFORMATION CONCERNING THE WORK OF RADIO BEACONS
IN THE KARA SEA.

Name of: radio beacons:	Co-ordi- nates	:Calling signals of R.L.H.	:Working of frequency: Kc	: Order and time of work (Moscow time)
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Bolvansky Nos	70°26,8 N 59°03,7 E	<u>30</u> ZS	417	All day round: at the beginning of every hour from 00 to 05 min. transmits consecutively for 10 sec. the calling signal <u>30</u> and for 50 sec. a long dash.
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Menshikoff	70°42,5 N 57°36,5 E	<u>3M</u> ZQ	304.6	All day round:
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In fogs

00-02	30-32
06-08	36-38
12-14	42-44
18-20	48-50
24-26	54-56

In clear weather

00-02 30-32
06-08 36-38
minutes of every hour; work is automatic. During every minute consecutively from 00 to 10 and from 30 to 40 seconds the beacon transmits calling signal

3M and from 10 to 30 and from 40 to 60 seconds a long dash- The beacon works in a group with the radio beacon Kharasovoi.

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Tonky

69°51,5 N

3V

285,7

All day round:

61°06,2 E

ZUIn fogs

04-06	34-36
10-12	40-42
16-18	46-48
22-24	52-54
28-30	58-60

In clear weather

04-06	34-36
10-12	40-42

minutes of every hour;
work is automatic. During
every minute consecutively
the beacon transmits from
00 to 10 sec. and from 30
to 40 sec. the calling
signal 3V and from
ZU

10 to 30 and from 40 to
60 sec. a long dash.

Kharasovoi 71°06,1 N

3T

304.6

All day round:

66°45,0 E

ZGIn fogs

02-04	32-34
08-10	38-40
14-16	44-46
20-22	50-52
26-28	56-58

In clear weather

02-04	32-34
08-10	38-40

minutes of every hour;
work is automatic. Du-
ring 10 sec. there is con-
secutive transmission of
the calling signal 3T

and for 50 sec. a long
dash.

The beacon works in a
group with the radio
beacon Menshikoff.

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Belyi 73°19,9 N 312,5
70°03,7 E FV

All day round:

In fogs

00-02	30-32
06-08	36-38
12-14	42-44
18-20	48-50
24-26	54-56

In clear weather

00-02	30-32
06-08	36-38

minutes of every hour.
Work is automatic. During every minute there is consecutive transmission from 00 to 10 and from 30 to 40 seconds of the calling signal

FV

and from 10 to 30 and from 40 to 60 seconds a long dash.

All day round:

In fogs

02-04	32-34
08-10	38-40
14-16	44-46
20-22	50-52
26-28	56-58

In clear weather

02-04	32-34
08-10	38-40

minutes of every hour.
Work is automatic. During every minute there is consecutive transmission from 00 to 10 and from 30 to 40 seconds of the calling signal

CF

10 to 30 and from 40 to 60 seconds a long dash.

All day round:
from 00 to 05 minutes of every hour it transmits for 10 sec. the calling signal III and then CP for 50 sec. a long dash.

Vilkitsky 73°30,9 N 322,6
75°45,8 E CF

Leskin 72°19,9 N 420,0
79°33,5 E CP

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IMPORTANT WARNINGS:

The coastal radio stations ~~Amderma, Igarka and others~~ cannot be used to locate vessels in the Kara Sea, and only the radio beacons indicated above in the "Instructions" can be used for that purpose.

33. Communication with the pilot vessel anchored in the estuary of the Yenisei River is effected only for purposes of service, using the International radiogram Code III.

INFORMATION CONCERNING THE PILOT VESSEL

Vessel's calling signal	Coordinates	Sea observation on working frequency Kc	Order and time of work (Moscow time is indicated)
<u>YMTM</u>	71°47'0 N-	500	2300-0100
<u>UYGI</u>	71°41'0 N		0300-0500
	83°00' E-		0700-0900
	83°30' E		1100-1300
			1500-1700
			1900-2100

The radiostation of the pilot vessel answers calls of vessels at a frequency of 500 Kc, exchange is made on scale of international working frequencies.

34. Weather and ice reports are transmitted by radio stations Amderma and Dixon.

INFORMATION CONCERNING WEATHER FORECASTING AND ICE TRANSMISSIONS

Name of Radio station	Calling signal	Working frequency Kc	Moscow time of transmissions
Amderma	<u>VIL</u> UPM	344.8	Daily at 1845-1915 in Russian
Dixon	<u>VIII</u> UPV	324.3	Daily 1930-2000 in Russian.

35. The request for an icebreaker is made through the Agency of the Kara Ice Operations through the Dixon radiostation. The Agency of Kara Ice Operations will inform the Captain of the vessel, requesting the aid of an icebreaker, of the name of the icebreaker or the number of the plane which will render aid to the vessel in sailing amidst ice.

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INFORMATION CONCERNING ICEBREAKERS IN THE KARA SEA

Name of ice-breaker	Calling signal	Frequency Kc	Time of vessels radio watch
The "Kapitan Voronin"	<u>JHBB</u> UNXW	All icebreakers work on international scales of frequency	All day round
The "Kapitan Belousov"	<u>JHOB</u> UVFB		" " "
The "Sibirjakov"	<u>JHBB</u> UNBN		" " "
The "Kapitan Melnikov"	<u>JHCB</u> UNSD		" " "

V. GENERAL REMARKS

36. All questions concerning sailing amidst ice not covered by these "Instructions" are to be taken up by the Captain of the vessel with the Agency of Kara Ice Operations; questions concerning operations of the vessels in ports are subject to decision of the "Inflot".-

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